

excite into outrage the ever-mouldering... which is solely the hopes of future... out so freely to all by... Without any active... whatever, they can... judicious hints, the... opinions that... pathos with the po... also, if they chose... formed of any move... to take steps which... of complicity... These men are... true firebrands of

ion of the influence... coordinates in Yamen... a Chapter of the well... "Lung Lo Meng." The... naturally inclined... to issue a warrant for... a man who, with his... limited murder, but is... The culprit is a... and one, Yi Tsun is... a few lines from Mr

perfectly true," replied... is a serious affair in... lost, and since I am... bound to exert my... imperial benevolence... laws on account of... I really cannot do

ship says is perfectly... but it won't do to... do as you say would... unable to repay the... will involve you in... some safer plan must be... said, "Well, then

of a capital plan," said... for your worship to... to-morrow, to be... impartiality, and to... of privately arrange mat... them, to report that... seized with a sudden... The defendants shall... declaration, to the... worship need only say... arisen from the... the law, the... a kidnapper to tell the... that the result of... with the kidnapper's... actually entertain... family is a very... your worship decides... a thousand tales said... Yuan's burial services... will be no difficulty in... family is not of any... all they want is money... coming no more will be

is carried out, though... afterwards banished for... of his master's past... was poured into the... at least half of our... Chinese.

we were semi-offici... the Spanish Minister... annoyed at the tone... on the Havana cables... asserted, had been com... from American... tion having appeared... though we were care... certainly quoted them... over our readiness to... contradiction of the... the, reserving of course... ent and, if need be... his given were correct... tradition has not yet... and we still await in

hing the memory of... native on the matter... call his special at... this day published... Havana to this colony... 68, she left the for... on board. On... 69, she arrives here... having died on... riors are so weak... many cannot stand... work, and the wretch... after labouring like... as length managed... native land, have... indifference to their... high prevailed when... land of promise has... in the contract which... the very vessel... them to their homes... enough food, but its... no great matter... of the Havana ship... has been the death

o vanish. Even if... ed to have behaved... manner, some one... the Spanish Minister

AL... POLICE... day, in the absence... orth... in seaman, was charg... possession of a piece... belonging to a No... de Crown and Anchor... that Devine had lent... his boarding-master... Mow with a crew for... and, the pipe was... there. Prisoner was... said that he had paid... one of the *Nadada*... did that prisoner had... ing to Mr Devine, re... return it to the own... (rate) any evidence in

show that prisoner had anything to do with the larceny of the pipe, he would have sent him to Gaol. Pipe returned.

A Chinaman was charged with street-gambling.—His Worship asked the constable whether prisoner was "one of the victims?" he made a distinction between the fools who played and the rogues who conducted those gambling street-gatherings. The interpreter stated that he was "one of the victims," and the prisoner on deposed to his own story, and more emphatically by saying that he had simply passing out of his shop—pined \$1, or three days imprisonment.

Yesterday afternoon, two Indian watchmen belonging to the Hongkong Fire Insurance Co. were charged with larceny—one for stealing clothing, another for "prigging" a blanket. Both charges were proven; the thief who stole the blanket yesterday receiving three months' hard labor, the other receiving to-day a sentence of two months' hard labor.—His Worship remarked that the small salary of the watchmen (\$7 a month) was a great temptation to pick up anything which came in their way.—One of the prisoners appealed to Heaven in attestation of his innocence, but without effect, as the case was clear against them both.

A boatman was charged by Inspector Daly with having been found in possession of about half a dozen catfish of cotton, in a boat. The boat was hovering under the bows of the steamer *Titanic* last night about ten o'clock, and the prisoner could not give a satisfactory account of how he came into possession of the cotton.—His Worship said that the prisoner, wherever he got the cotton, must have known it was stolen; he would therefore fine him 10/ of send him to prison for ten days, with hard labor.

The cow-dealing gamblers, charged by Inspector Grey were brought up on remand; but as the Inspector had no further evidence, the defendants were discharged.

Poon Ayeong and Ng Wing Yow, the two servants in custody for having robbed the Mess of the 75th Regiment at Murray Barracks, were also brought up according to a remand.—Captain Vernon Colton gave evidence as to the missing of a portion of the articles "stolen," but could not identify any Chinaman as the man who was in the room over night.—Prisoners denied all knowledge of the robbery, and consequently no conviction would lie.—His Worship, however, ordered the prisoners to find security to the amount of \$100 for the next six months, and the prisoners were placed in prison.

SUPREME COURT.

Jan. 22, 1860.
(Before the Hon. the Chief Justice.)
His Lordship set at rest a long and vexatious question, relative to the examination of Mr. J. J. Francis, formerly Attorney-General, in the late *William Gaskell*, solicitor, &c. In doing so, the Attorney-General remarked, in reply to the court, that the proceedings had been conducted in accordance with the practice in England; he simply now handed in the certificate, and Mr. Francis applied for admission under the Ordinance.

The Chief Justice then, addressing Mr. Francis, said:—I now admit you on the roll as an officer of this Court, and as an attorney, solicitor and proctor. As you have not been in England, I may as well tell you that, though in this Court you attain to rights and privileges equal to those enjoyed at home, you will hold yourself bound by all the practices of the Court, and look upon it as your first duty to aid in the administration of justice, subject to which is your great duty of protecting your client in every way. You know what the practice of this Court is; and from what I have seen of you, I have no doubt but your career will be a prosperous one. You will of course conform to all the rules of practice, as a solicitor and attorney, and profession which has gained at home so large an amount of respect, and which has been well maintained by the practice of this Court. You will now take your oath.

His Lordship, while Mr. Francis was being sworn in by the Registrar, remarked that he hoped that by a good feeling prevailed amongst the attorneys here, and that they did not seek to take any advantage of each other, which, he added, only to put a few dollars in their pockets and to encourage litigious claims.

The Attorney-General remarked that such had never been the habit here, and he hoped it never would be.

His Lordship: I won't say it has never been, but I must say it has never been since I had the good fortune to sit here.

In Bankruptcy discharges were granted to Leng Ah, Ng-lan-tung, and Wong-kun-wing (the latter was erroneously stated to have been discharged some days since); but as some assets were expected yet to be realized in the case of Wong-kun-wing, the final disposal of the case was adjourned for three months.

In Admiralty, the Registrar's report of claims in the matter of the ship *Nina* was confirmed, on the application of Mr. Hazleland. Wednesday was fixed for the next sitting in the matter, objections to be made in the meantime.

The Court then rose.

THE NORTH.

By the *Titanic* we have received Shanghai papers to the 18th instant, from which we extract the following.
(Daily News.)

The old underground plan is being resorted to, we hear, to get rid of the miners at Chefoo. The Taoist dare not drive away the foreign miners; but tries to force them to retire by preventing Chinese from buying the ore; and as foreigners cannot buy it to make any use of it, the miners cannot find any purchaser for it. Otherwise, so far as any attempt to use force goes, the menacing notification issued some months ago, has been a dead letter. The cold weather, we imagine, has lately supplemented the machinations of the officials, and effectually stopped operations. Otherwise, at the time our correspondent wrote (the 18th Dec.) our letter has been delayed somewhere, the miners were holding on to their newly discovered lead mines in the hope of things improving. We are glad to hear that a Committee is being formed in London, for the promotion of mining and railways in China, with a view to influence the Foreign Office in a direction opposed to the policy laid down in Art. VIII. of the new American treaty. A correspondent has very fairly chided the Peking Government for retaining in

their Civil Service Gazette, the names of a number of Mandarins supposed to hold office in a province which has fairly escaped from their rule. "Strange as it seems," however, the fact is, we believe, that all hope has not yet been abandoned of recovering Yunan to the Ta-tsing dynasty; and these wretched officials are all hovering on its borders, like ghosts on the banks of the Styx, waiting an opportunity to enter the forbidden territory. Two-tung-tung, Governor-General of Shensi and Kansu, whom our readers will remember as Li's colleague in the late unsuccessful campaign against the Shantung Nienfai, has, however, been ordered to undertake the reconquest. We may expect, therefore, soon to hear of renewed war in this part of the Empire.

Foochow.—Intelligence of the prompt chastisement inflicted by the British gunboats on certain localities in Formosa has been received here with satisfaction, though the loss of so many lives is to be regretted. Some two or three weeks ago, a chapel in connection with the American Methodist Society here, located at Chien-ning-fu, up the river Min, was partially plundered, and the books burned, by people of that place led on by literate men. The native helper in charge was told by them that he might return to Foochow, as they would not allow any chapel to be opened there for the sale of christian books and the preaching of the Gospel. It is said that the authorities here in reply to a communication from the American Consul, gave it to be understood that the affair shall be satisfactorily settled.

The contrast between the methods of locomotion and transporting goods and produce in the great cities in North China, and the methods employed in this (Foochow) is most striking. Take, for example, Peking and Tientsin. In these, the streets are wide, and usually either dusty or muddy. The streets are never dusty and muddy though they are wet at all times, for they are covered over with granite flag stones. Here sedan chairs are numerous, and are almost the only method of travelling, unless one prefers to walk. In the cities above mentioned, sedan chairs are few indeed. At Peking their place is taken by carts, usually drawn by a pony, mule, or donkey. At Tientsin, carts are much fewer, and sedans are not numerous. In and near the foreign settlement there, donkeys are numerous, and largely patronized by a class of foreign visitors.

Here the general method of transporting merchandise on land is by means of coolies. At Tientsin and Peking, such work is performed almost exclusively by wheel-barrow and carts. The wheel-barrow is large and very strong, and so constructed that the weight of the load rests principally on the wheel. Sometimes a man or two donkey or more are employed to drag it along, and sometimes two and three men are engaged in balancing and propelling it, one behind and one on each of the right and left-hand sides. They are not seldom employed for conveying passengers. Carts for passengers are drawn by one or two beasts, as donkey, mule or pony, according to the distance and number of passengers or weight of baggage. Carts for conveying grain and merchandise are drawn by mules or oxen. Oftentimes four or five large oxen, or from two to eight or nine mules will be seen attached to a cart, endeavoring to propel it through the mud and dust. Here the streets are so narrow, that carts for passengers or merchandise could not be got through them, and wheelbarrows would be useless on account of the crowds which throng the streets, and on account of the stone steps which occur in the streets when ascending or descending hills or bridges, &c.

The weather for several weeks has been very pleasant. Rain is much needed.

(Recorder.)

We are glad to be able to state that the two gentlemen whom we mentioned in our last were arriving up country, returned on Sunday evening, none the worse for their adventure. On returning to the spot where they supposed their boat was lying they did not succeed in finding her, and fearing they should be overtaken by night, and possibly have to wander about without cover in the intense cold, they wisely determined to make for the city of I-hing, lying not far away. After some difficulty, finding the city gates closed, they succeeded in getting shelter for the night, and the next morning proceeded to the Old Man's Yamen and insisted on that official providing them with food and lodging till they could find means of returning to Shanghai. They were placed in a musty apartment, and, evidently much against that worthy's inclination, were supplied with ordinary food and bedding till the ice broke up, when boats were provided to take them back to Shanghai. The latter portion of their journey was described as pleasant, as they had food in abundance. The Taoist has most graciously collected an offer made by some gentlemen to refund any sum expended in sending them back to Shanghai. His Excellency considers it a matter for congratulation that the local officials have had an opportunity of practically showing the good feeling which they entertain towards foreigners.

We are sorry to learn from a notification proceeding from Her Majesty's Consul that the objectionable Registration Fee is still to be exacted. The evident feeling of dissatisfaction with which the measure has been received, and its undoubted illegality, need not be spoken of; the wretchedly small sum actually received, should have been sufficient to show those responsible for its imposition that the whole thing was a mistake. Every year we have seen the unpleasant spectacles of men in respectable positions and of high character brought up in a Police Court for not paying a paltry sum towards the expenses of their government; a sum which put in another form would gladly have been paid twenty times over; and it seems to us that in the present posture of the affair this scene, creditable to neither one side or the other, is likely to be repeated ad nauseam.

We are glad to see that Messrs Nicholson and Boyd have been successful in completing their dock so far as to enable them to take the *Island Queen*. The dock was begun by them some two years ago, and during the last twelve months little or nothing has been done towards completing it; as Messrs Nicholson and Boyd had during that time been in treaty with the Shanghai Dock Co., and had abandoned all idea of completing their own. The dock has been built more for steamers than sailing vessels, and when completed will afford greater facilities to the former than any of the other docks in Shanghai. Messrs Nicholson and Boyd have been placed under great disadvantages in building their dock; as they have had to encounter the full force of the tide which sets from the Sea-

show creek. They first intended to have a mud gate, but had to abandon that idea owing to the strong tide which set against it, and the length of time which it took in erecting and removing. The gate is now composed of three wooden slides, which are worked with blocks and pulleys; it is entirely water tight and can be removed in a much shorter space of time than a caisson. The length of the dock is 240 ft., the breadth 54 ft., and is capable of taking in vessels drawing as much as fourteen feet water. At present Chinese pumps are used, but by the ship *Western Chief*, which is expected to arrive in a few days, a contrivance pump will be received, capable of pumping the dock dry in one hour.

A commentary on the speculations in Land shares of a few years ago was created by a sale at Davis & Co.'s yesterday (Jan. 13) the land which formerly belonged to the Brick and Saw-Mill Company selling for only 1/2 per acre, and an ice house and 3 mow of ground realizing only Tls. 500. The French Gas Company's shares found no buyers, but were bought in a few days ago; however they were sold at Tls. 10 per share.

A meeting of the Chamber of Commerce was held yesterday (Jan. 10) to consider a reply to Sir R. Alcock's despatch on the opening of new ports. About 25 members were present. After some discussion on and several prolonged intervals of silence it was agreed to adjourn the meeting for a fortnight to enable the Committee to gather some information as to the capabilities for trade of the ports which they propose should be opened. Messrs Fearon, Michie and Groome were added to the Committee for this purpose, and it was requested that any member who had information to give on the subject should send it in.

(Courier.)

In a despatch of Mr. Burlingame's to his government, penned during his term of office as American Minister at Peking, the following passage occurs:—"The Chinese Christians should not be encouraged to expect protection by force. Intervention on the part of the United States. This is the only course to pursue unless we are prepared to enter China upon an armed 'protectionism.' This accompanied a report of certain difficulties which had arisen in connection with the persecutions of native converts in the districts under the care of the Protestant Missionaries of Ningpo and is a striking comment upon the 20th Article of the American Treaty which concludes as follows:—"Any person, whether citizen of the United States or Chinese convert, who, according to these tenets, peacefully teach and practice the principles of Christianity, shall in no case be interfered with, or molested."

(Express.)

A circular has, we hear, been going the rounds inviting volunteers among the members of the Shanghai Cricket Club to proceed to Hongkong about Christmas. New Year time for the purpose of playing a match with the Hongkong Eleven. We should fancy a picked eight from our English and Scotch Cricketers might be found to take a similar journey for the purpose of showing the Southern Rowists what this settlement is capable of in water sports. Cricketers, we are informed, hardly take kindly to the idea of going so far north for a match, especially as the majority are sporting men, and would much prefer a quiet excursion up country with accompanying men of dog and gun.

The Clipper *Spring* has arrived in harbor to-day (14th) having made the passage in 103 days; she has thus beaten the *Ariel* by two days and *Spirid* by four days. Those Clippers seem only to require firing out to sea in London and their arrival here up to time is certain. We wonder therefore who would play steamers when upon a smart sailing ship are available. The *Taping* left after the Steamer *Niger* which has shown no sign as yet, and which seems desirous of emulating the *United Service* in length of passage.

The flags of the Shanghai Steam Navigation Company's vessels in Port have been at half mast to-day (14th) in consequence of the death of Koo-fon-sing the leading Chinese Shareholder of the Company. He was a native of Nanjing and one of the first of the native merchants who took an interest in the Steam Navigation of the Yangtze. His countrymen looked upon him as a millionaire; he was a member of the Silk Guild, very charitable and highly respected by both Natives and Foreigners in Shanghai. He expired last night at 12 o'clock leaving three sons; the second of these, who has been for some years living with the old man, will it is supposed take over his interest in the S. N. Co.

MR. COOPER'S JOURNEY.

We mentioned a few weeks ago, that a testimonial fund was being raised, in recognition of Mr. Cooper's efforts to open up communication between India and Western China. A letter from Mr. Cooper, which we publish below, acknowledges the generous readiness with which many of the leading merchants have come forward to show their sympathy in his undertaking. The Tls. 1,000 which have been so handsomely subscribed, are not only a just recognition of his past services, but they enable him to reach India fittingly, and urge on the Calcutta Government the importance of their aiding him to complete the journey between Assam and Szechuen, which was so unfortunately interrupted. This expression of feeling, too, on the part of his fellow-residents will strengthen his cause, as showing the estimation in which his services are held, and the importance attached to his object in China. Already his travels are bearing fruit. They have directed to the fertile province of Szechuen; and the upper waters of the Yangtze, an attention never previously bestowed on them. But for his account of the vast trade of Chungking, that city might have remained in obscurity for years yet to come—a sort of commercial dreamland, like the cities of Central Asia which Bombay and Calcutta merchants are always craving to reach, but of whose importance and even geographical position, we are singularly ill-informed. Du Halde describes Chungking as very populous and of great trade, and speaks of the "navigable canals lined with walled stone" by which the district is watered. But though the city shone in our minds, the reputation for prosperity which attaches to the vast province of Szechuen, it was not thought of as a practicable centre for foreign trade, to be claimed as a new terminus for our river steamer traffic. Mr. Cooper's journey has cleared away much of the haze which hung over western China, and has suggested the early attainment of these objects as a material possibility, which the Chamber of Commerce is already pressing on H. B. Minister to attain. The opening of Chungking to foreign trade is one of the

points which that body will urge, in its reply to Sir Rutherford's last despatch; and though we doubt their gaining immediate recognition as one to be striven for, and attained as soon as the waiting opposition of the Peking Government to Foreign intercourse with the interior, can be overcome. Within a very few years, Bangkok may become a centre from whence smaller and lighter vessels than those plying on the lower Yangtze, will run to Ichang, Kwei-chow and Chungking, landing Manchester manufactures in the heart of Szechuen.

But this is nearly the furthest limit they can reach. A short distance above Su-chan, the next important place of trade, the Yangtze ceases to be navigable. To complete the opening up of Szechuen, it remains to establish communication by land, between this point and the head-waters of the Brahmaputra. Mr. Cooper has undertaken to pioneer this route, and he has failed to its practicability, though he has failed to diversify it throughout the entire distance. As has been already explained, he has travelled from Su-chan to Batang—on the banks of the upper Yangtze, here a narrow and rapid stream, and reports the existence of a route from that city to Su-ya, in the extreme North-East of British Assam. Caravans are in the habit of traversing it to Tzu, an important mart among the Thibetan Himalayas, distant, so far as he could learn, 125 miles from Batang and 65 from Su-ya. The transit of these 190 miles, then, was all that remained to land him in British India; but this he was prevented from accomplishing by the jealous opposition of the local merchants, who feared interference with their trade. But though defeated on this side, Mr. Cooper hopes to be successful from the other. Pushed forward by the Indian Government, he has a better chance of crossing the difficult frontier, than he had when held back by the local authorities in China. The handsome testimonial which has been subscribed for him will greatly aid him in this task. It will, as we said at the outset, show the Government of India how earnestly the merchants of Szechuen are desirous of opening up the efforts which are made from India, to tap the vast districts which have hitherto been closed to external commerce; and it will strengthen, by this evidence, Mr. Cooper's application to the Viceroy for aid in pioneering the route by which that object must be accomplished.—*Daily News*, Jan. 16.

FEARFUL COLLIERLY EXPLOSION.

On Thursday morning, Nov. 26th, a terrible explosion of fire-damp occurred in the Arley mine of the Hindley-green collieries, about 2 1/2 miles from Leigh, and about 14 from Manchester, by which 67 persons were killed and two others seriously burnt. The works belong to John Scowcroft & Co. (Limited), and at the time of the accident upwards of 300 men were in the pit. The mine is about 320 yards deep, and is worked with an up and down shaft. The works are under the superintendence of Mr. Southworth, managing director. Mr. Ellis Dwyer, the underground manager, was at the works at the time of the explosion which occurred just after the men had breakfasted. In the immediate vicinity of the explosion itself the whole of the men and boys were killed or seriously injured. There was at once a rush of those uninjured to the pit-heads, and large numbers were rescued, suffering from fainting fits. The injured, about 20 in number, were brought away and at once attended to by Drs. Brayton and Ormerod. The task of removing the bodies of the killed was necessarily a very slow and painful one, as the workings took fire. By 2 o'clock in the afternoon 38 bodies were brought to the surface. The origin of the accident is unknown, as the ventilation was said to be excellent. It is supposed that some workman must have removed the top from his lamp and that a sudden rush of gas caused the explosion. The atmosphere was very heavy at the time. The bodies were taken out very carefully, and rendered identification very difficult. The workings extend east and west. On the east side 160 men worked, and on the west 60 or 70. All on the east side escaped. A few penetrated the choke damp, and one was restored by artificial respiration; but 56 were suffocated, and one has died from his burns. The extremity of the workings was not reached until six hours after the explosion. Fifty-four of the bodies now lie in the workings near the pit.

THE LAW OF MARITIME LIEN.

(Mitchell's Maritime Register, Nov. 21.)

Another of those cases involving an extension of the jurisdiction of the Court of Admiralty has formed this week the subject of a somewhat elaborate judgment. In the early part of March, 1856, a French schooner, named the *Charles Amelia*, came into collision in Brillington Bay with the British schooner *Zee*. The Master of the French vessel submitted his liability, and agreed to pay a certain sum for the damage done to the *Risk*, and gave the Owner of the latter vessel a bill drawn upon the Owner of the *Charles Amelia*, one M. Lapeque, of Bayonne. The matter was thus arranged, and the *Charles Amelia* proceeded on her voyage. The Owners of the *Risk* applied to M. Lapeque for the amount of the bill drawn by his Captain, but, although there was no doubt M. Lapeque was the Owner of the *Charles Amelia*, they could get no satisfaction. While the matter was thus in suspense, M. Lapeque became bankrupt, and the *Charles Amelia* was sold by his assignees at public auction, and purchased by the defendants in the present case, who it was alleged, had no knowledge of the collision, or of the plaintiff's claim in respect of it. In December last the *Charles Amelia* came into Dover, and was there arrested by the Owners of the *Risk*. It was for the Court to say whether, under the circumstances, there was a Maritime Lien upon the ship, and if so, whether it had not been lost by the plaintiff, who might have arrested the *Charles Amelia* earlier, or who might have taken proceedings at Bayonne, which would have prevented the vessel passing into the hands of innocent purchasers who had no knowledge of the collision, or notice of the plaintiff's claim. The Court decided that the defence was bad; that, all the circumstances considered, the Maritime Lien still subsisted when the ship was arrested, and pronounced for the damages and costs.

The grounds on which this decision rests are worthy of examination. It is now settled law that damage by collision creates a lien on the wrong-doing vessel, which follows it into the hands of an innocent purchaser without notice; and this lien extends to subsequent assignments in the value of the ship remaining from repairs effected at the expense of the Owner after the period when the damage

was occasioned. An innocent purchaser, therefore, is liable to have his ship arrested and sold for payment of damage which that ship may have inflicted while in the hands of her former Owner, and of which damage the purchaser had no knowledge up to the time that the Admiralty writ is placed on board his ship. Such is the law, and it applies to foreign ships as well as British ships whenever the wrong-doer is brought within the jurisdiction. But this case of the *Charles Amelia* was apparently complicated by the fact that a change of Owner had taken place in France, the property having changed hands under a sale in bankruptcy in that country. Does, then, the law of Maritime Lien apply to such a case? The Court of Admiralty holds that it does; and the reason for this conclusion, as stated by Sir R. Phillimore is, that "the proceedings in the French Court were certainly not proceedings in rem, but apparently resorted to those which would be taken in Bankruptcy in this country, and which would not extinguish a Maritime Lien." The defendants in this case seem somehow to have anticipated this ruling, for they rested their defence upon the alleged laches of the plaintiff in not taking proceedings against the Owner in Bayonne, and in not having arrested the vessel sooner. As regards the first ground of defence, it may be observed that the plaintiff hardly knew what course to take with respect to M. Lapeque when he became bankrupt. As to the second, the Court will always permit a reasonable time to a claimant for damages, to look out for and arrest a wrong-doing ship, and especially a ship that is only occasionally found in British waters. In the case of the *Europa*, decided by Dr. Lushington, the wrong-doing ship was a Nova-Scotian vessel, and another a Welsh ship, belonging to Portsmouth. The collision occurred off Gibraltar in November, 1859. The action was entered against the *Europa* in February, 1860, and warrants of arrest taken out. The plaintiffs kept watch for the appearance of the ship. In November, 1861, she came into the Port of Liverpool, was advertised four times for sale, was sold, and sailed away within a month. Again she returned to Liverpool in June, 1862, made a brief stay, and once more sailed in January, 1863, when she was arrested. Thus, although upwards of three years had elapsed since the collision, during which time the *Europa* had been twice in the Port of Liverpool without being arrested, and had changed Owners, the Court held that the plaintiffs, the Owners of the injured ship, had followed up their claim in good faith, and condemned the *Europa* in damages and costs.

There can be no doubt, therefore, as to the doctrine held by the Court of Admiralty in the matter of lien for damage, and as to the indulgence extended to suitors, in the prosecution of their claims. These facts of the utmost consequence to the Owners and purchasers of Shipping property. It must be borne in mind that claims for Seamen's Wages, Pilots, Towage, and Salvage, constitute, as well as claims for collision, Maritime liens, and follow the ship into the hands of innocent purchasers. Claims under one or other of these heads are very frequent, and they affect many a ship that changes hands without the purchaser knowing anything of them until he finds his ship arrested; and he himself made the defendant in an Admiralty suit. The caution given by the learned author of the "Treatise on the Law of Merchant Shipping" is worthy of earnest attention. "It is the interest [he says] of every purchaser of a ship or shares therein to bear in mind that the property which he is paying for may be subject to encumbrances in addition to those appearing on the registry, and to take a covenant of indemnity from the vendor against all such claims." This is the only way in which a purchaser of a ship can secure himself from the very disagreeable contingency which happened to the purchasers of the *Europa*, the *David*, the *Charles Amelia*, and other vessels whose names will be found in the Admiralty reports, as the subjects of Maritime Lien enforced after they had passed from the Owners in whose hands the claims originated, and who shifted their liability (so far as the ship was concerned) to the new purchasers. The case we have been considering goes somewhat beyond previous decisions for it applies our law of Maritime Lien to a case where the ship is foreign, and foreign-owned. We do not question the correctness of Sir R. Phillimore's decision in it. It is in conformity with the principle which guided the Judicial Committee in the celebrated case of the *Halley*, namely, that a case which is submitted to a court of law in this country will be decided in accordance with the law of a foreign State, even where the wrong was committed within the foreign jurisdiction. The proceedings in the French Courts which transferred the Ownership of the *Charles Amelia*, and the fact that she was foreign-owned, could not touch the rights of claimants against the vessel in the Court of Admiralty, much less extinguish the Maritime Lien on which their suit was founded.

ENOCH ARDEN OUTDONE.

(From the St. Louis Republican.)

Who is it that does not remember the financial crash of 1857? It spread over the country, even into St. Louis. Many of our most enterprising and seemingly most prosperous merchants had to succumb to the pressure of the time. Among them was a merchant whom we shall call Smith. His real name and some of the circumstances are about to relate will doubtless be recollected by many in St. Louis, even to-day. He kept an extensive mercantile establishment on—street, and by his enterprise and promptitude, won the confidence of the best supply houses in the East and West. His business was good, his credit was good, and everybody thought he would survive the troubles of that long-to-be-remembered winter of '57. But he too, had many smaller merchants largely indebted to him for goods he furnished them.

He had a young, beautiful and highly accomplished wife and three smiling, innocent babies, who would inspire a loving father's ambition and energy for their maintenance and education. They lived in a neat little villa of their own, in a fashionable part of the city, and the neighbors said a happier family did not exist in the State of Missouri.

The crash came; his debtors were unable to meet his calls, and as a consequence he was unable to meet the demands of his creditors. He suddenly became moody and fretful, even in the bosom of his lovely family. What was he to do? He had not much time left for ruminating on his position, and something should be done quickly. His first resolve was to make over the villa to his wife and family, and secure an

annuity of \$600 a year on his wife for the support of herself and children, and leave the city secretly—he knew, he cared not whether. Little time elapsed between the resolution and the carrying it into effect. So one night after kissing his wife and little ones, but without bidding them good by, he called forth, determined to rebuild his fallen fortunes or perish in the attempt. His remaining stock was soon gobbled up by his creditors—but, how as to himself? What became of him? Did he make away with himself in a fit of temporary insanity, or was he made away with, as scores are from year to year that fall into the hands of "roughs," who would murder a man and stow his body away for \$10? These were queries that agitated the minds of the delicate and disconsolate family, the public and press of St. Louis at the time. No more was heard of the missing man, could be ferreted out. Proclamations and rewards were of no avail; and the universal verdict was, "mysterious disappearance."

Mrs. "Smith" mourned her husband as dead for the weeks and months of two long years, till her fair features began to grow sallow and furrowed by the effusion of scalding tears. She wisely concluded it was useless to mourn any more, so taking a practical and interested view of matters, she decided to receive the attentions of Wm. Bradford, an old bachelor, companion merchant of her late husband. He was doing a profitable business on street, having weathered the financial storm already alluded to.

In a very few weeks after this resolution she was hailed as Mrs. Bradford—the bloom again adorned her cheek and a placid smile sat on her brow and lips—she was again happy. In her new alliance she was blessed with beautiful children added to her household, and bearing the name of Bradford.

But his happiness was not destined to be perpetual, for Wm. Bradford was afflicted with consumption, and gradually sinking under it, died during the last spring, leaving his wife for the second time a widow. To her and his children fell his business, which, as she could not conveniently attend, she converted into cash, realizing a sum that placed herself and her children in easy circumstances.

During all these long years what became of "Smith"? He made his way to Montana, and worked in the mines, where his intelligence and natural enterprise soon put him on the road to wealth. Some years after he went there the small-pox broke out among the miners, and he caught the infection, from which he recovered, but so pitted that his mother would not know him. Day and night he labored and struggled and prospected on the realization of the object of his ambition—Independence, which is synonymous with wealth.

Last spring his good star favored him. He struck a rich vein, and beheld in the bags of gold dust around him enough to liquidate all claims against him, and place himself and his family in the rest of their days. He sold out, packed up, and reached St. Louis about the 1st of June.

Preserving an incognito, he inquired for Mrs. "Smith." Nobody knew her or knew of her. His heart ached within him. Did his fair wife and beautiful children sink into sorrowful graves while he toiled to make them happy? The thought was depressing to the extreme.

At length he met a person who was acquainted with the circumstances of Mrs. Smith's second marriage, and when Mrs. Bradford was pointed out to him he recognized the form and features of his long-lost wife. After some difficulty he obtained an introduction to her, and concealing his name and the knowledge of his immense wealth, he wooed and won her. She gave consent to be his, on the promise that the children of the two previous marriages should be well treated by him.

On last Thursday evening, to the old villa, a clergyman was summoned to tie the nuptial knot, when the real name of the new suitor, and his former relationship, were disclosed, and, although the bride faintly, it was a happy reunion. He was happy to see his children well grown in body, soul and intelligence in the intervening eleven years. Words cannot picture the happiness of the twice-married couple and their family, and, notwithstanding the traces of the small-pox, she loves her husband better than ever. May their happiness continue. The facts we have learned from the clergyman who performed the ceremony.

MISCELLANEOUS.

TRICK OF A DANSEUSE.—Sometime months ago, an attorney's clerk was passing through one of the avenues in Paris, when a modest young lady passed by and dropped a portfolio. The clerk immediately picked it up, but failed to observe the real name of the new suitor, and his former relationship, were disclosed, and, although the bride faintly, it was a happy reunion. He was happy to see his children well grown in body, soul and intelligence in the intervening eleven years. Words cannot picture the happiness of the twice-married couple and their family, and, notwithstanding the traces of the small-pox, she loves her husband better than ever. May their happiness continue. The facts we have learned from the clergyman who performed the ceremony.

That evening he called on the aunt, restored the portfolio, asked her permission to visit, wooed the niece, won her heart, and ultimately secured the hand of the new suitor, and his former relationship, were disclosed, and, although the bride faintly, it was a happy reunion. He was happy to see his children well grown in body, soul and intelligence in the intervening eleven years. Words cannot picture the happiness of the twice-married couple and their family, and, notwithstanding the traces of the small-pox, she loves her husband better than ever. May their happiness continue. The facts we have learned from the clergyman who performed the ceremony.

"Why do you not thank God," said Manser to an Arab, "that since I have been your father you have never been afflicted with the plague?" "God is too fat to send two scourges upon us at once," was the reply; but it cost the bold speaker his life.

"FATHERS, why don't we ever see any faces at the windows?" asked a son of his parent, as they were passing an insane asylum. "Because their heads are all turned," was the reply.

Only bug that lives throughout the year in our climate—that stands the cold, the heat, everything and everybody in—the humming.

Insurance

Insurance.

ROYAL INSURANCE COMPANY
(LIFE DEPARTMENT.)

INCREASE OF LIMIT.

THE Undersigned have received *Extra Limits*, and are now authorizing to accept **RISKS** and to issue *Life Policies* for Sums not exceeding £2,000 with reference to the Head Office.

ROB. S. WALKER & Co
Agents.

Hongkong, January 19, 1869.

NOTICE.

THE Undersigned having received *Extra Limits* from **THE ROYAL INSURANCE COMPANY**, are now authorizing to issue *Policies* against *Fire* as follows:

On any one first-class Building, Goods stored therein — in Hongkong, £60,000; in Macao \$45,000.

ROB. S. WALKER & Co
Agents Royal Insur. Company of London

Hongkong, June 17, 1864.

REDUCTION
IN THE RATES OF PREMIUM FOR
FIRE INSURANCE.

THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the **ROYAL INSURANCE COMPANY** to reduce the rate of Premium under certain circumstances, on **PRIVATE RESIDENCES** and on **FURNITURE** and **WRECKERS**, therein contained.

In cases of **DWELLING-HOUSES** removed from the Town, the rate of Premium be *Three-quarters per Cent.* in place of *per Cent.* per Annum as hitherto charged; and in cases of *Residences*, so situated being detached or semi-detached, the rate be further reduced to *One-half per Cent.*

The **Royal's Annual Rates** for **FIRE INSURANCE** on the various classes of **Buildings** and their contents will therefore remain as follows, until further notice, viz. —

Detached and semi-detached.
Dwelling-Houses (removed from the Town) and their Contents, ½ per cent

Other Dwelling-Houses (similarly situated) and their Contents, ¾ per cent

First Class China Houses and their Contents, 1¼ per cent

Other Risks as per special arrangement.

ROB. S. WALKER & Co
Agents Royal Insurance Company

Hongkong, November 9, 1866.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of Premia contributed by them up to the 31st October last, in order to afford the distribution of the 25 per cent Profit reserved for the Contributors to the Company.

AUGUSTINE HEARD & Co
General Agents.

Hongkong, January 2, 1869.

PACIFIC INSURANCE COMPANY
SAN FRANCISCO.

THE Undersigned, Agents for the above Company are prepared to grant *Policies* against **FIRE**, on **BUILDINGS**, **GOODS**, at current rates.

RUSSELL & Co
Hongkong, February 6, 1867.

BATAVIA SEA & FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above named Company are prepared to grant *Policies* against **SEA RISKS**, at current rates.

RUSSELL & Co
Hongkong, April 1, 1865.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue *Policies* against **Marine Risks** at current rates of premium. *Policies* can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochow and Shanghai.

In addition to the usual brokerage Association returns to the assured of 1 year at the close of each current year fifteen (15) per cent of the profits of the Company for that year divided pro rata the amount of premium paid by each policy-holder.

RUSSELL & Co
Hongkong, March 2, 1867.

PACIFIC INSURANCE COMPANY
OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above Insurance Company are prepared to grant *Policies* covering **Marine Risks**, at the current rates.

RUSSELL & Co
Hongkong, July 6, 1868.

ISAMARAN SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Undersigned having been appointed Agents in Macao for the above Insurance Company are prepared to grant *Policies* covering **Marine Risks** at the current rates.

RAYNAL & Co
Macao, August 4, 1866.

DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant *Policies* against **Sea Risks** on their terms.

SIEMSEN & Co
Hongkong, August 1866.

NOTICE.

NORTHERN ASSURANCE COMPANY
FROM and after this date the following Rates will be charged for **Short Period Insurances** —

Not exceeding one month,	1/4 of the Annual rate
Above one month and not exceeding 3 months,	1/2 " " "
Above 3 months and not exceeding 6 months,	3/4 " " "
Above 6 months,	the full annual rate

TURNER & Co
Agents.

Hongkong, April 13, 1869.

